

BookletChartTM

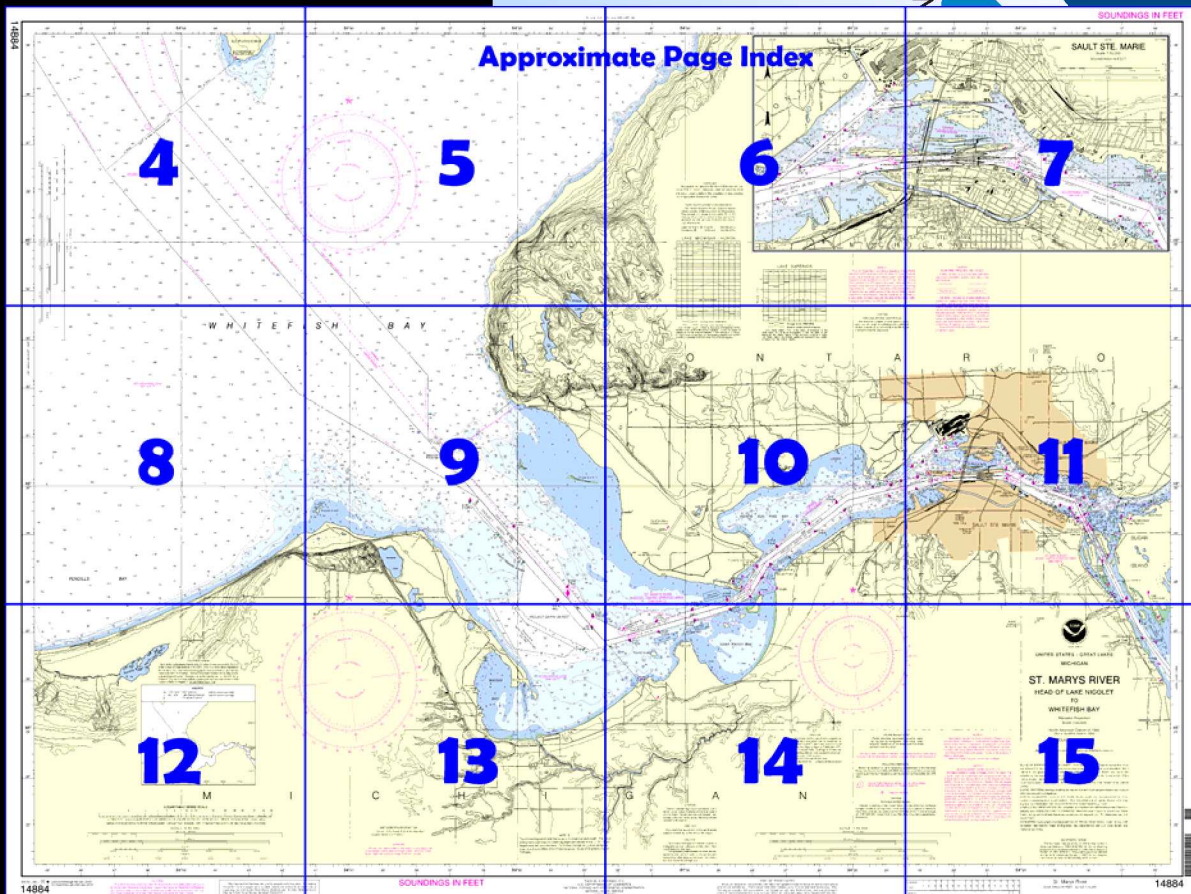
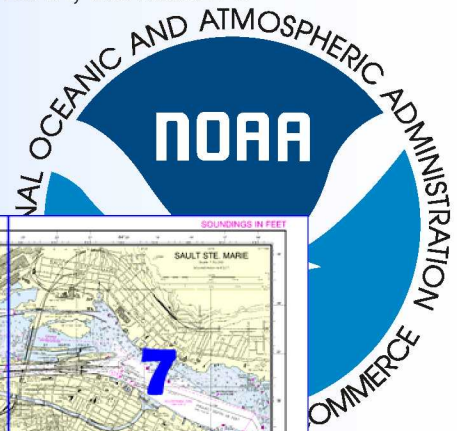
St. Marys River – Head of Lake Nicolet to Whitefish Bay

(NOAA Chart 14884)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

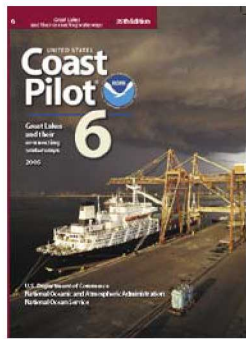
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 12 excerpts]

(2) **St. Marys River** forms the outlet of Lake Superior, connecting it with Lake Huron. From **Whitefish Bay** at the SE corner of Lake Superior, the river flows in a general SE direction to empty into Lake Huron at Point De Tou. The river is bounded on the W side for its entire length by the E end of the upper peninsula of Michigan and on the E side by the Ontario mainland and Drummond Island, MI and St. Joseph Island, Ont.

(8) From the junction, the river extends 2 miles W between the cities of Sault Ste. Marie in Michigan and Ontario to **St. Marys Falls** and the canals and locks which overcome them. Above the locks, the river extends 5 miles SW to the narrows between **Pointe aux Pins** and **Brush Point**, thence W for 3 miles before turning NW around **Pointe aux Chenes** and extending about 5 miles to the head of the river in Whitefish Bay.

(78) **Course 3** and **Course 2, Little Rapids Cut**, lead NNW from Six Mile Point for about 4.5 miles to the turn above Mission Point. The channel has a depth of 27 feet for a least width of 600 feet. A leading light on the W side of Sugar Island marks Course 3 downbound, and a **323.3°** lighted range at **Frechette Point** (46°27.5'N., 84°16.9'W.) marks Course 3 upbound. A **153°** lighted range at Six Mile Point marks Course 2 downbound.

(79) Small-craft facilities are at Six Mile Point and Frechette Point. A small-craft channel marked by buoys leads NW from Course 2 on the N side of Frechette Point between the mainland and **Island No. 3**. There is no access from this channel at its upper end to the main channel. A marina developed by Michigan State Waterways Commission and private marinas are on the mainland side of this channel, opposite the lower end of Island No. 2. Transient berths, gasoline, diesel fuel, water, electricity, sewage pump-out, minor repairs, launching ramp, and harbormaster services are available.

(80) **Mission Point** (46°29.2'N., 84°18.2'W.), marked by a light, is on the W side of the river just below the turn at the upper end of Course 2. A ferry operates across the river from Mission Point to **Island No. 1**.

(83) At the upper end of Course 2, Course 1, **Bayfield Channel**, turns WNW in the approach to St. Marys Falls Canal. The channel has a depth of 28 feet W to the outer end of East Center Pier of the canal and is marked at the lower end by a **109°** lighted range. **Bayfield Dike**, marked by a light, parallels the N channel limit about 1 mile NW of Mission Point. W of the dike, the N channel limit is marked by lighted buoys.

(85) **St. Marys Falls Canal** 1.9 miles long between the upper and lower entrances, is along the S side of St. Marys River abreast the falls. The canal comprises North Canal and South Canal, separated by a center pier and each having two locks. The canals are faced with revetment walls and piers of timber, steel, and concrete. The outer ends of the N, S, and center piers at the canal entrances are marked by lights. The downbound approach to the canal is marked by a **076°** lighted range.

(86) **South Canal** with a least width of 304 feet, has a depth of 27½ feet in the E entrance and 28 feet in the W entrance. **MacArthur Lock** near the lower end of the canal, is 800 feet long, 80 feet wide, and has a depth of 31 feet. **Poe Lock** immediately N of MacArthur Lock, is 1,200 feet long, 110 feet wide, and has a depth of 32 feet. In 1988, the controlling depth in the W approach to MacArthur Lock was 28 feet.

(87) **North Canal** with a least width of 282 feet, is limited by the locks to a depth of 23.1 feet. **Davis Lock** N of Poe Lock, is 1,350 feet long, 80 feet wide, and has a depth of 23.1 feet. **Sabin Lock** paralleling the N side of Davis Lock, has the same dimensions. Sabin Lock is not used for cargo carrier vessel transits. Only small vessels such as tugs may transit the lock.

(140) **Vidal Shoals** are in the upper approaches to the United States and Canadian canals. Dredged channels lead through the shoals to the respective canals.

(141) **Vidal Shoals Channel**, the approach to St. Marys Falls Canal, with a depth of 28 feet, leads ENE from **Big Point** for 2.2 miles to the canal entrance. The channel is marked by **076°** Vidal Shoals Channel Range.

(143) **Pointe aux Pins Course**, with a depth of 28 feet, extends from Big Point SW for 2.5 miles to the turn between **Brush Point, MI**, and **Pointe aux Pins, Ont.**, (46°28.5'N., 84°27.9'W.). The channel is marked at the upper end by a **233°** lighted range.

(144) **Pointe Louise Channel** leads SSW for 0.8 mile from Pointe aux Pins to **Pointe Louise**. **Pointe Louise Turn** leads SW for 0.5 mile to connect with Brush Point Course. These channels have a depth of 28 feet.

(145) **Brush Point Course** extends from Pointe Louise Turn SW for 3 miles to the turn SSW of **Pointe des Chenes, Ont.** (46°28.6'N., 84°31.6'W.) (146) At the turn at the upper end of Brush Point Course the dredged channel flares broadly to W. **Birch Point Course** leads NW from the turn for about 4 miles to the deep water in Whitefish Bay and includes dredged cuts through Point Iroquois Shoals and Gros Cap Reefs,

Ont. The channel has a depth of 30 feet and is marked at the lower end by a **138°30'** lighted range on **Birch Point**. A lighted midchannel buoy is on the range line in the turn.

Table of Selected Chart Notes

Pump-out facilities

Corrected through NM Jan. 29/05
Corrected through LNM Jan. 25/05

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sault Ste Marie, MI	KIG-74	162.550 MHz
Newberry, MI	WNG-576	162.450 MHz

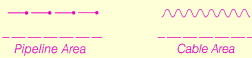
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vsnozone.html.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.



Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the St. Mary's River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U. S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency, the Canadian Department of Fisheries and Oceans, and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard, and Canadian authorities.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths above the locks are referred to the sloping surface of the river when Lake Superior is at elevation 601.1 feet and the gage above the locks reads 600.6 feet. Depths below the locks are referred to the sloping surface of the river when the gage below the locks reads 578.4 feet and Lake Huron is at an elevation 577.5 feet. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No.1

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

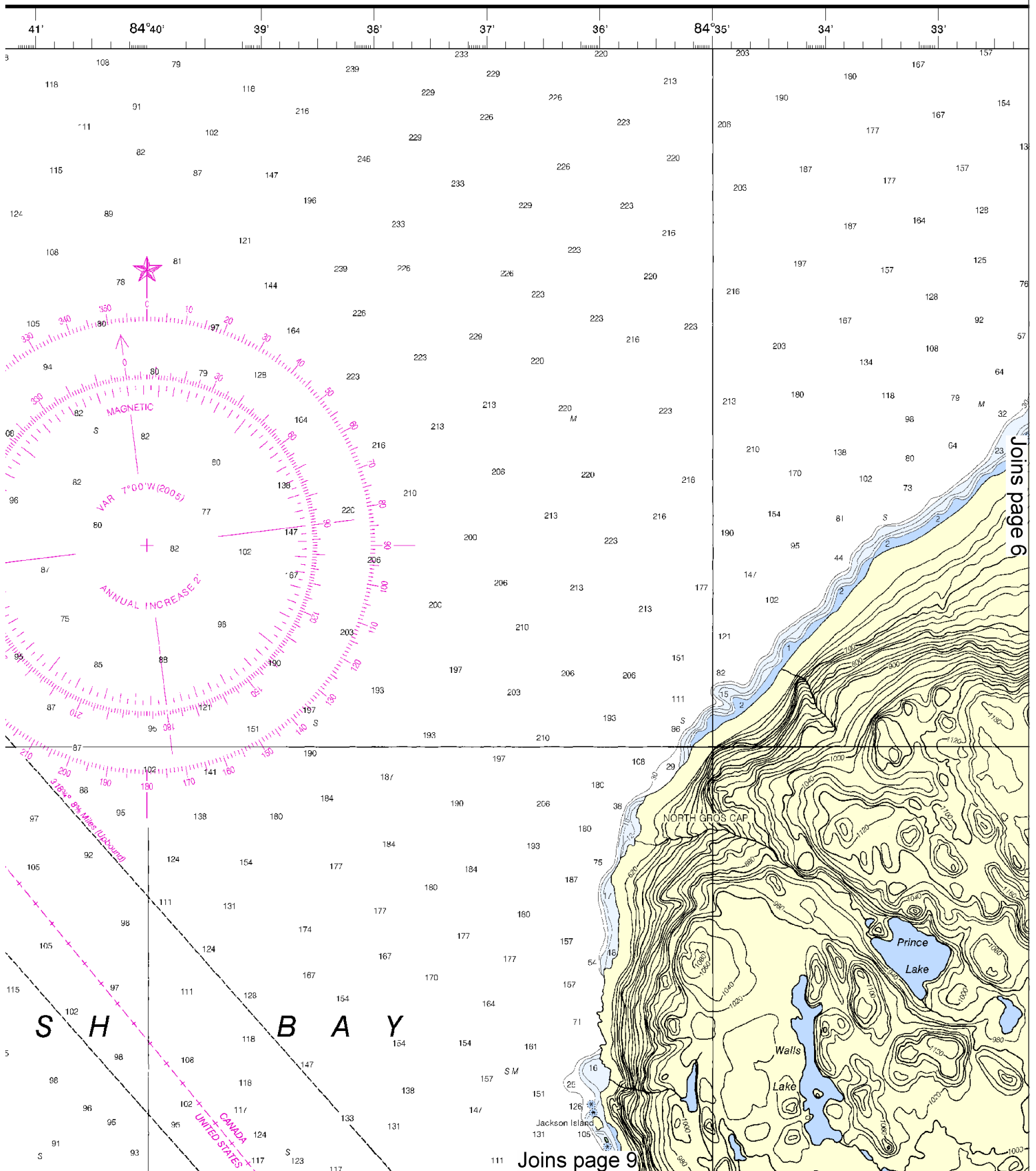
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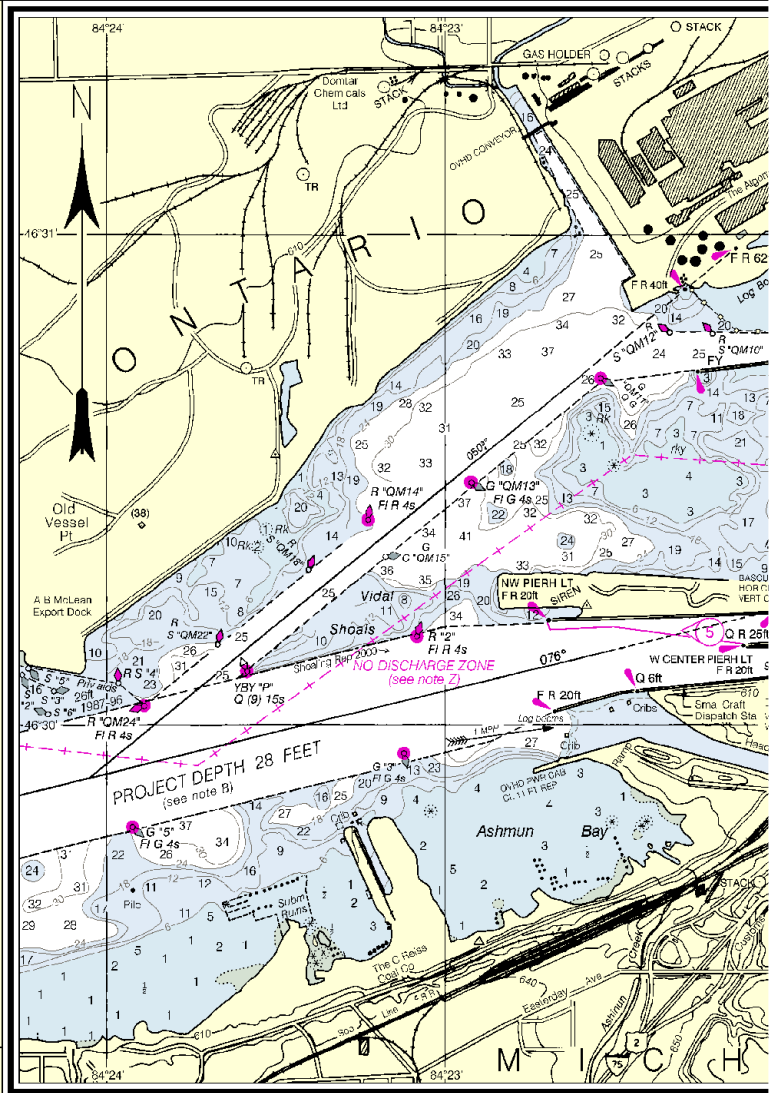
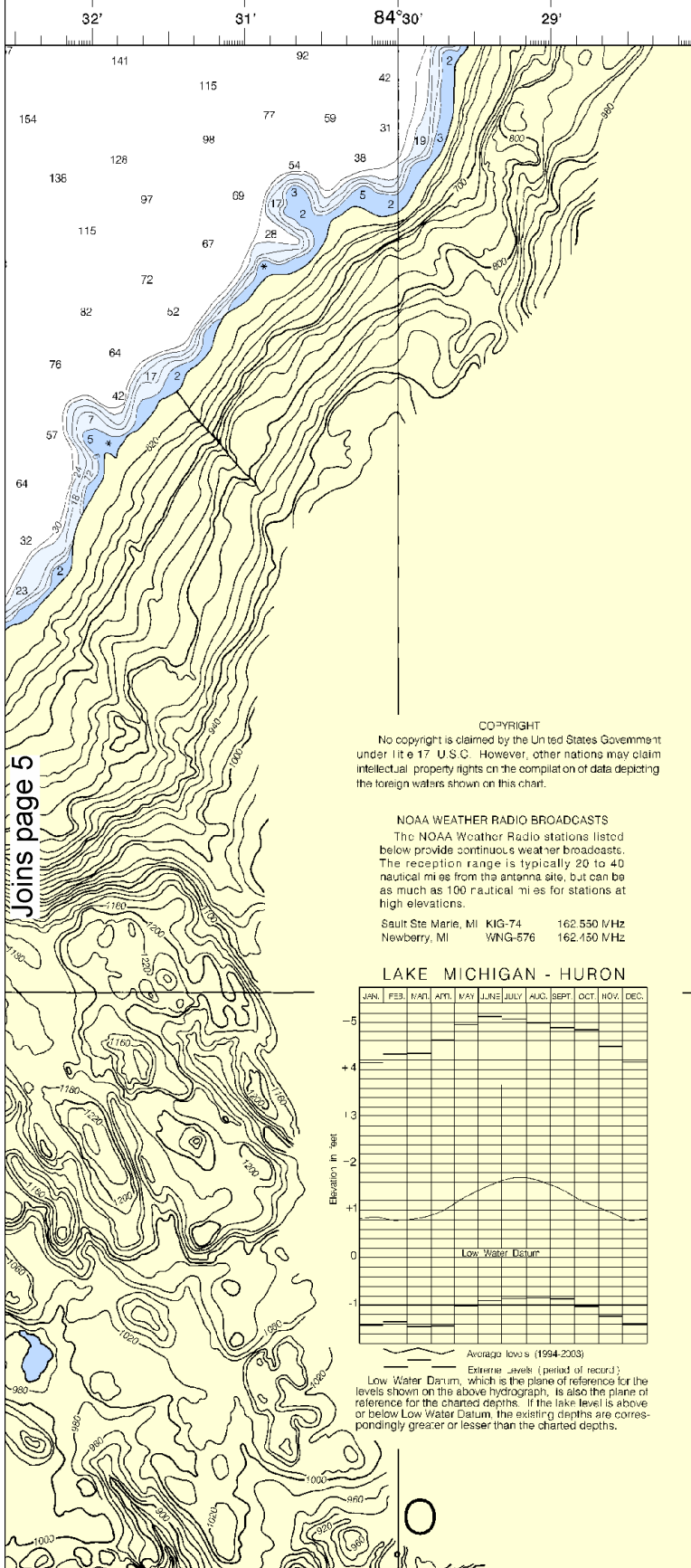
~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:57143. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



Joins page 4

W H I T E F I

NO-DISCHARGE ZONE
(see note Z)

PENDILLS

BAY

Joins page 12

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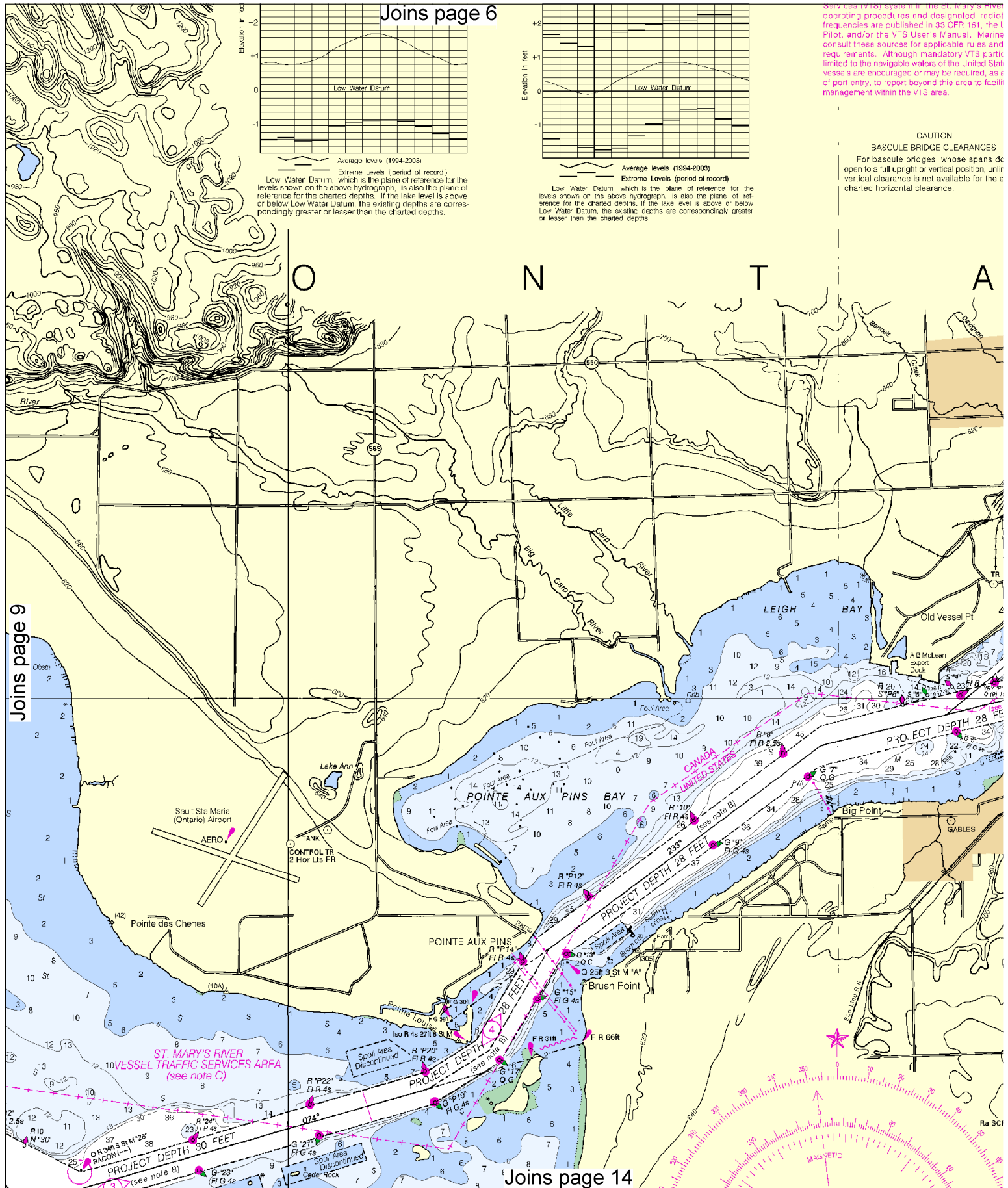


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





JOINS page 9

JOINS page 6

JOINS page 14

Services (VTS) system in the St. Mary's River operating procedures and designated radiot frequencies are published in 33 CFR 161, the U Pilot, and/or the V-S User's Manual. Marina consult these sources for applicable rules and requirements. Although mandatory VTS partic limited to the navigable waters of the United Stat vesse s are encouraged or may be required, as a of port entry, to report beyond this area to facili management within the VTS area.

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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



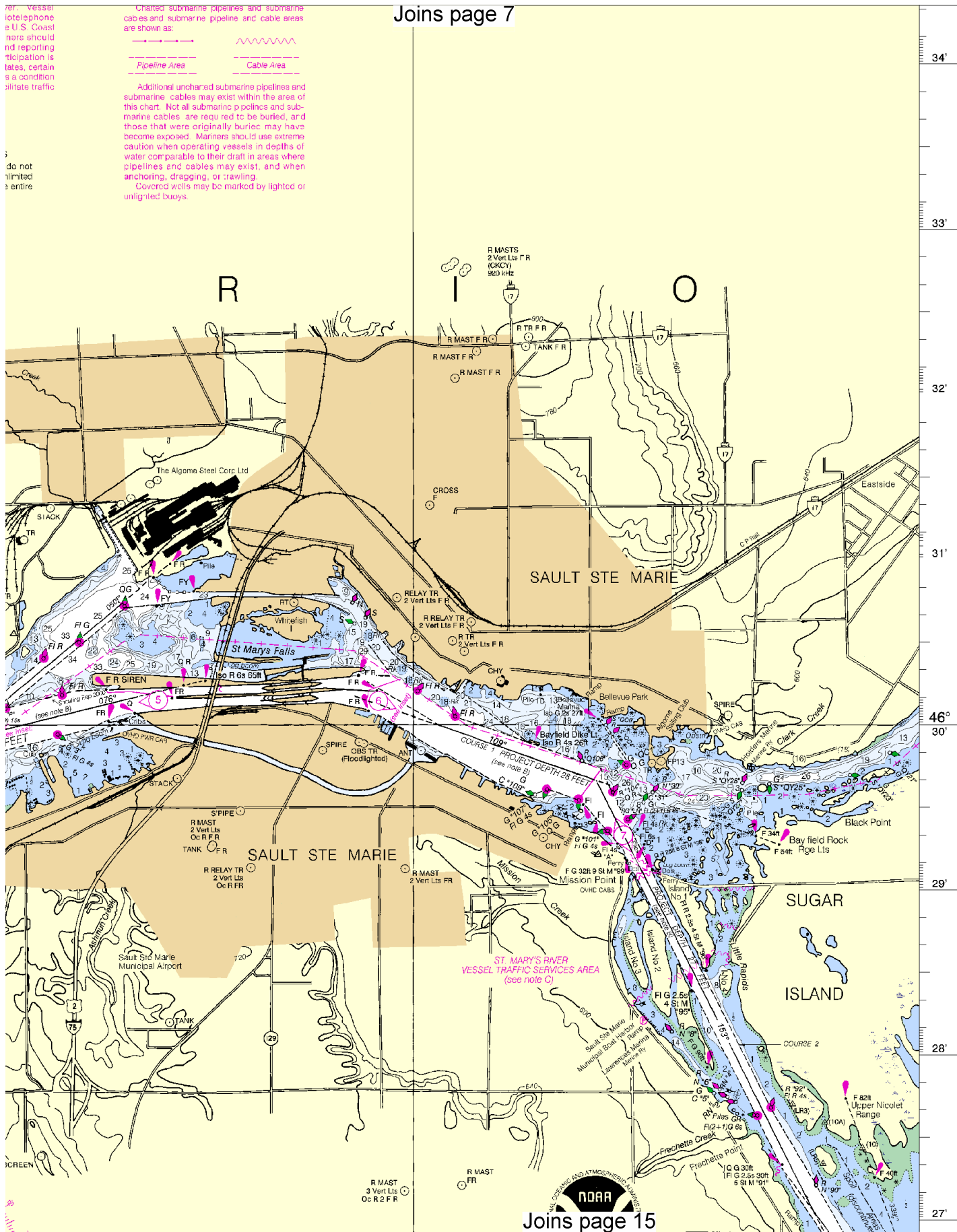
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Charted submarine pipelines and submarine
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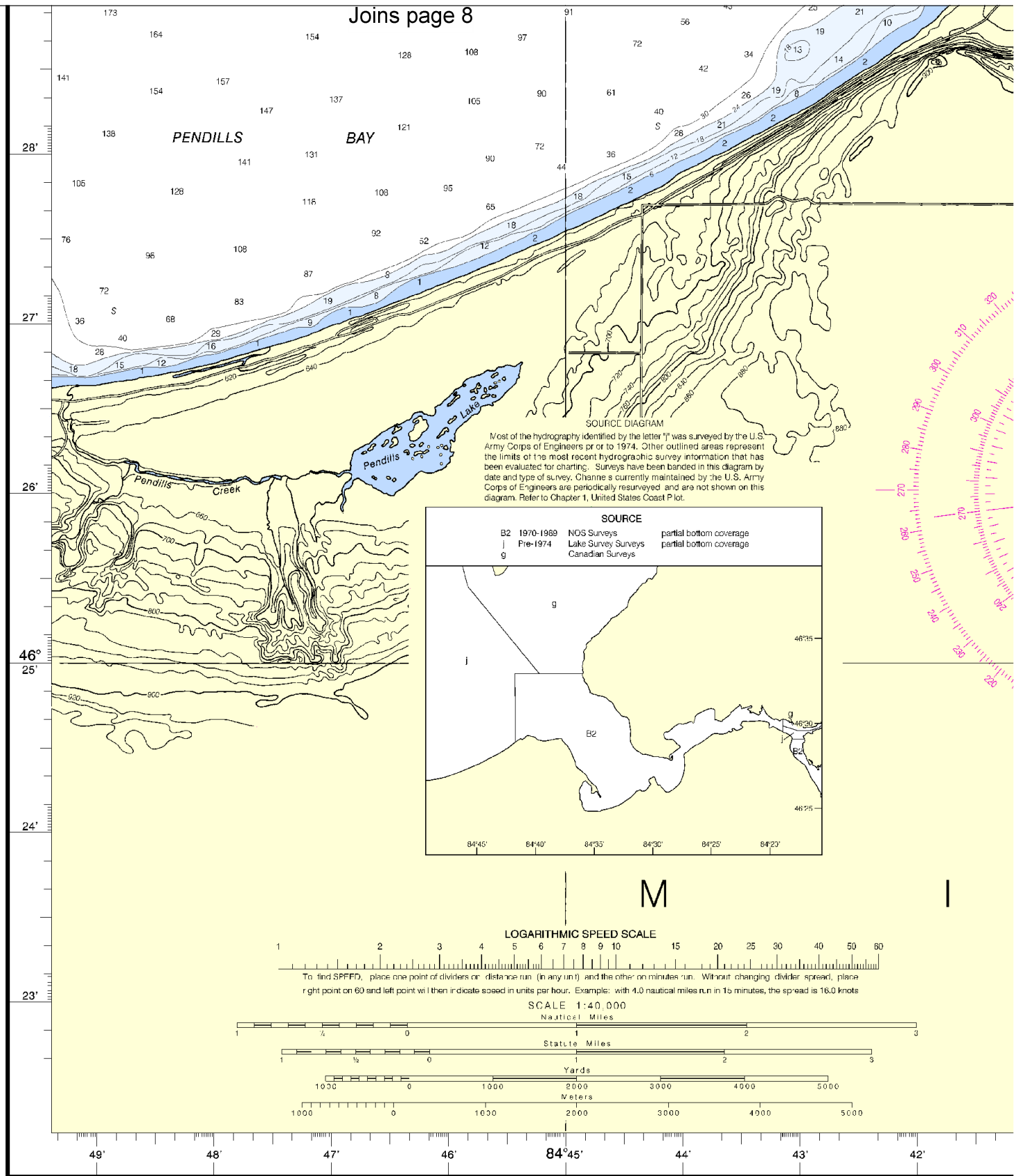


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Covered wells may be marked by lighted or
unlighted buoys.

Joins page 7



34'
33'
32'
31'
30'
29'
28'
27'



39th Ed., Jan. / 05 ■ Corrected through NM Jan. 29/05
Corrected through LNM Jan. 25/05

14884

CAUTION

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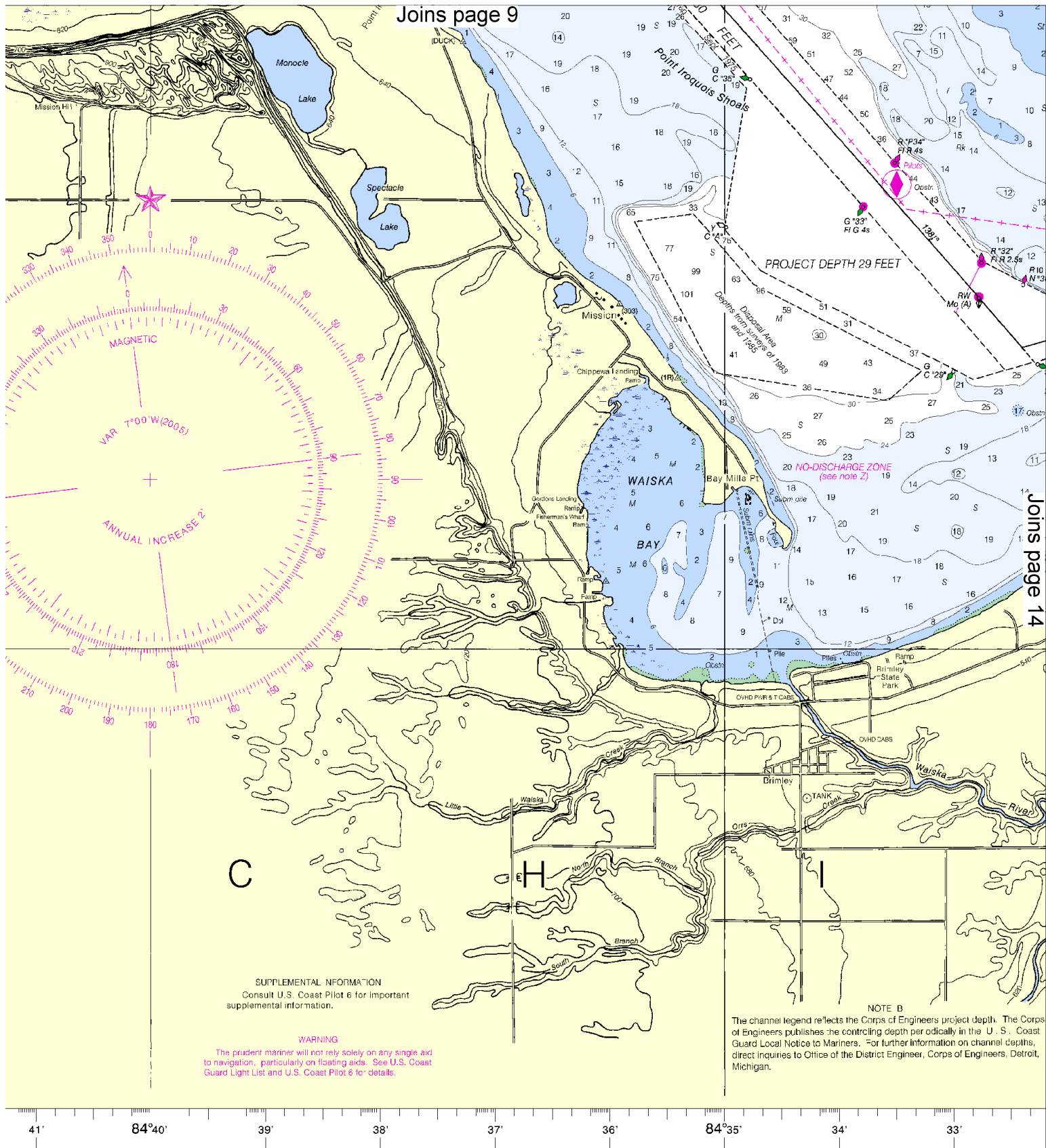


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SCALE 1:40,000
Nautical Miles

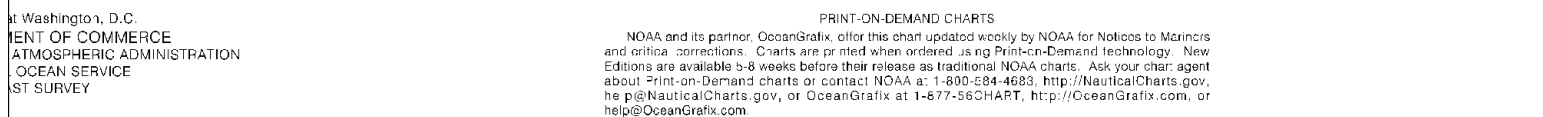
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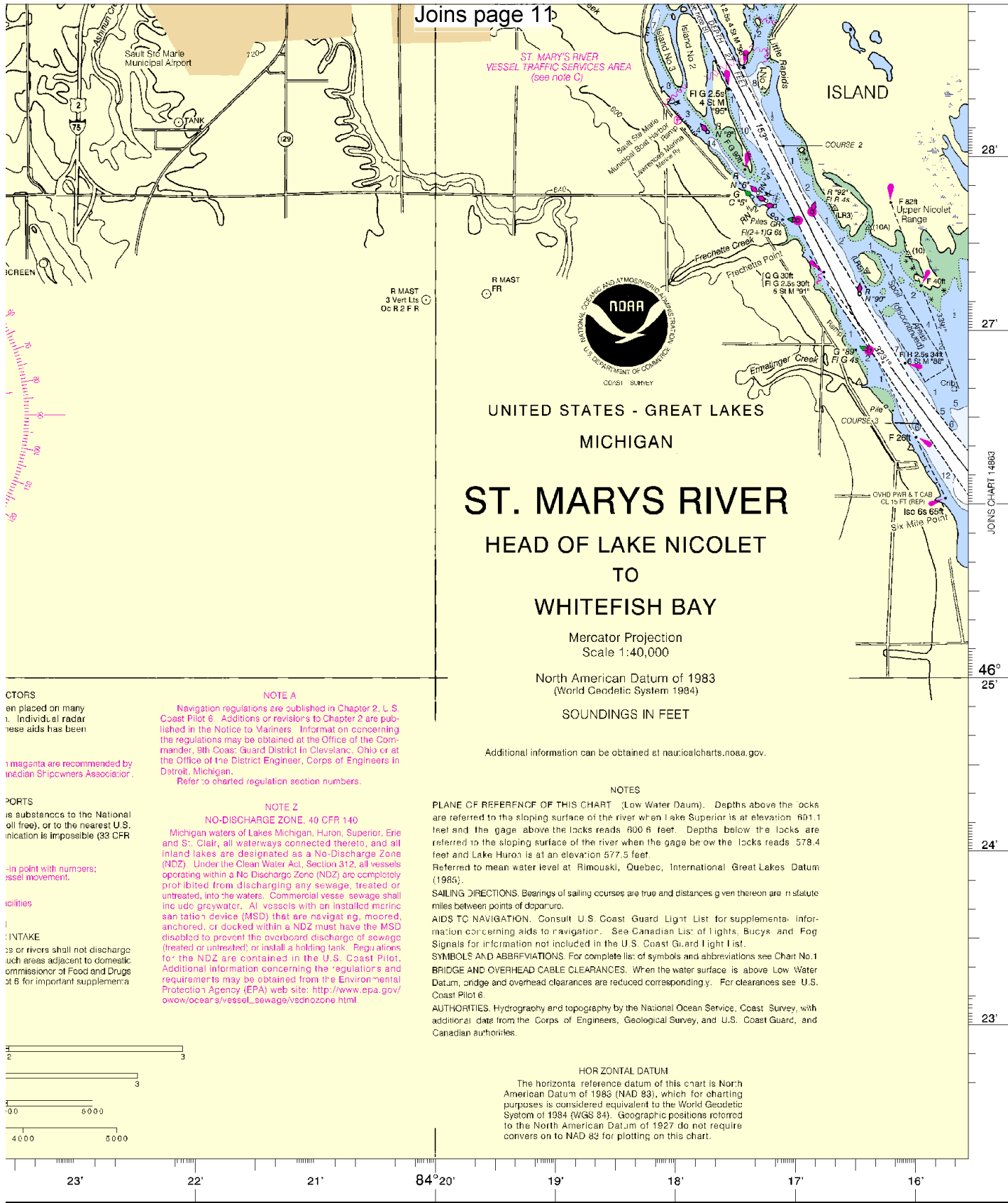




SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEANIC SURVEY





PORTS
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INTAKE
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NOTE A
Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 6. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning
the regulations may be obtained at the Office of the Com-
mander, 8th Coast Guard District in Cleveland, Ohio or at
the Office of the District Engineer, Corps of Engineers in
Detroit, Michigan.
Refer to charted regulation section numbers.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Michigan waters of Lakes Michigan, Huron, Superior, Erie
and St. Clair, all waterways connected thereto, and all
inland lakes are designated as a No-Discharge Zone
(NDZ). Under the Clean Water Act, Section 312, all vessels
operating within a No Discharge Zone (NDZ) are completely
prohibited from discharging any sewage, treated or
untreated, into the waters. Commercial vessel sewage shall
incude graywater. All vessels with an installed marine
sanitation device (MSD) that are navigating, moored,
anchored, or docked within a NDZ must have the MSD
disabled to prevent the overboard discharge of sewage
(treated or untreated), or install a holding tank. Regulations
for the NDZ are contained in the U.S. Coast Pilot.
Additional information concerning the regulations and
requirements may be obtained from the Environmental
Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html.

Additional information can be obtained at naionalcharts.noaa.gov.

NOTES
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Signals for information not included in the U.S. Coast Guard Light List.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No.1
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water
Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S.
Coast Pilot 6.
AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with
additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard, and
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HORIZONTAL DATUM
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St. Marys River
SOUNDINGS IN FEET - SCALE 1:40,000

14884

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (RCC) – 216-902-6117

Coast Guard S & R (Sault Ste Marie) – 906-635-3236

Canadian Coast Guard (RCC Trenton) – 1-800-267-7270 or 613-965-3870

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

